

C. H. S.

Banwagon

MARCH, 1953

15c

Welch, Delavan & Nathan's National Circus.



J. W. BANCROFT, AGENT—Will exhibit in Xenia, on Saturday, July 6th, ONE DAY ONLY. The presentation will parade a through town at about 10 o'clock, A. M. Admission 35 cents—half price. Open at 8 1/2 and 7 1/2 o'clock, P. M.

THE ARMY OF THE AIR—The Imperial Procession, drawn by 20 Horses—This gorgeous chariot, from the manufactory of J. S. Thompson & Co., 11th St., New York, has just been completed. For its graceful portance, capacious workmanship and brilliant coloration it has never been equaled either in ancient or modern times. It is said to be fashioned after the model of the Imperial Chariot of Persia, during the reign of Cyrus the Great. The sides of the Chariot are divided into six panels, separated by thickly gilded scroll work in the style of Louis XIV. The scroll work is bordered by beautiful (oil) enameled, and runs along the top as well as the bottom of the Chariot. The seat of the Chariot is covered with a rich damask of purple velvet lined with deep silver fringe, produced from a border of blue and yellow velvet, the whole decorated with maple, representing of massive gold, which runs along the top and bottom of the Chariot.

THE PERFORMANCE, ETC.—A very brief description of the names and position of these wonderful, professional skill, may be useful to the public, who wish to understand their proper standing and performance. The Equestrian Manager, to whom is entrusted the arrangement and control of the entire act, is the celebrated **FRANK PASTOR**, of the highest celebrity as a superior rider and horse rider. This gentleman's style is usually energetic and impetuous. In his scenes of *Crucifixion* and *Indian Archery* he is assisted by **FRANK PASTOR**, a most interesting and highly gifted child. This Indian Artist, will appear on his flying course in an act entitled *Allegory of the World*, in which he will portray the movements of the world, that for grace, beauty and energy, he is the most wonderful child in the world. This miniature prodigy will, with his yet younger and smaller **BROTHER WILLIAM**, be introduced by his instructor, **J. J. Nathan**, in a series of personal gymnastics.

YOUTHFUL RICHARD RIVER—Whose professional path has literally been strewn with trophies, medals and honors of appreciation, stands confidently forth as a model of excellence in the foremost class of Equestrianism.

H. BRONCK GERSHMAN, the great rider of Italy, whose horse gallops a different course from any other in the ring, will exhibit his two singular school, appear in an Equestrian act, representing the *Indian Movies* of an East India tiger, attend in the exact costume and state of his tribe, with an *Orchestra of Indian Gongs and Bells*, the *Parade of the World* and *Patrol of the World*. A very novel and most agreeable episode will be introduced with the **LEARNED DOGS** of *Signor Gersman*. They can comprehend and perform a variety of stunts and tricks, too extensive to be introduced in this manner. They may truly be pronounced the greatest wonder of the age.

W. L. HARRISON CHAMBERLAIN, will for the first time in this country, ride and mount the beautiful presentation of the *Republic of Mexico*, *Don Quixote*, *Johnnie Walker*, *Indian Valiant*, *Indian Archer*, and the *Centaur of Freedom*, bearing on its flag the mottoes *Liberty* and *Justice*. "We never surrender."

JAMES HAWKINS, a very excellent equestrian in *Comus* and *Gipsies*, especially in the double, scene of the *Two Gladiators of Rome*, will ride with **J. J. Nathan**.

MR. E. WOOD, will give his brilliant act of the *Wild Indians of the Prairie*, in which he will introduce three astonishing feats of equestrianism as peculiar to these tribes, and of which travelers give such wonderful and most favorable accounts.

GEORGE MONTAGNE—His scene of *Personal Pantomime* is of the most finished and wonderful class. His skill in *Equilibration* and *Power of Balance* exceeds all professions who have gone before him.

MR. FRANK BROWNE, is the *Marionette* of the *Equestrian Amusement*.

MR. N. J. BROWN, *KING MANTLE*, of the *Equestrian Service*. His *Grand Parade* and *Grand Canoeing* are followed by **COMIC CONCERTS**, for which the following constant *Vocal and Instrumental Performers* have been engaged, and whose correct delineations of character give life to their *Exhibitionary* conversations.

T. BROWNE, **J. MALLORY**, **NEIL HENDERSON**, **TONT GERSON**.

To render the entertainment free from inconvenience they will be relieved with **BALLETTE** of all descriptions, including the *pas de deux*, fashionable in the *West Indies*.

This Circus will perform in Cincinnati the 1st, 3d, 5th and 7th; Hamilton the 8th; Lebanon the 9th; and Dayton the 10th of July. (1st)

GATLING'S PREMIUM WHEAT DRILL. Improved Construction. **LOOK HERE!** **REMOVED 4 DOORS EAST.** **NEW MILL AND CLOTH.**

NOTE—Who ever wish to use this machine to put in their fall crops, we respectfully request to send us their order as early as possible.

Newspaper Ad of Welch, Delavan & Nathan's National Circus, 1848

Picture by Dick Conover—See story on page 3

The Circusiana Magazine

CIRCUS HISTORICAL SOCIETY

Founded in 1939

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zine must be secured from both author
and publisher.

The Editor Says

Those of you who were at Bara-
boo last summer will remember
the discussion we had about rais-
ing the dues in C.H.S. We voted
at that time to put it to a mail
vote to the members, because,
after all, the number who attend
the conventions are few. There-
fore, you will receive in the mails
shortly a card regarding this.
Please return the post card promp-
tly so we can know definitely
what the membership thinks.

Spring is in the air. Here in
the Middle West things are real-
ly blooming, and we are really
itching to see a circus. Mills
Bros. will play Richmond, and
after more than 40 years Ring-
ling will play here. So we are
hoping that you, too, are having
something to anticipate.

THANKS

Bette Leonard wants to thank
all those who sent her remem-
brances while she was in the hos-
pital. She was particularly grate-
ful for the flowers from the C. H.
S. organization, flowers from Fay
and Mable Reed and from Bill
Green. All the cards and letters
helped her get well. You can
imagine how hard it was for any-
one as active as Bette to be laid
up.

Rufus Welch's Enterprises

By Mr. Richard E. Conover

The recent discovery of the Welch, Delavan and Nathans advertisement reproduced on the cover of this *Bandwagon* has prompted the author to delve further into the activities of "General" Rufus Welch.

The source of material for this article has been the *Xenia, Ohio, "Torchlight,"* issues subsequent to 1844; the *Dayton Journal and Advertiser* between the years 1840 and 1853; the *New York Clipper* issue of March 1883; and Glenroy's *"Ins and Outs of Circus Life."*

The advertisement in itself is of particular interest to wagon historians as it, in so far as the woodcut and description can be relied upon, portrays the appearance of one of the earliest wagons built for parade purposes. It also lists the name and address of the wagon builder which to the writer's knowledge is the earliest definite information of this type.

Welch was born in Chenango County, New York, in 1801. He apparently entered show business in some indefinite capacity, perhaps as a manager of a small show as early as 1818. By ten years later he had acquired an interest in Purdy, Welch and Company, an association that existed more or less continuously for a decade.

Colonel Sturtevant has a copy of an advertisement for Purdy, Welch, and Macomber and Company, featuring Isaac Van Amburgh, the wild animal trainer, that appeared in the 12 May 1837 issue of the *Albany, New York, "Argus."* This is one of the largest of early circus advertisements, measuring three columns in width by a full page in length, and profusely illustrated with four woodcuts.

In 1839, he and Jonas Bartlett bought the defunct Bacon and Derious Circus and this year undertook the transportation of one of the three giraffes that Welch had recently imported, an experiment that cost the owners their investment while the giraffe lost nothing but its life.

According to the Ohio papers, a western company was formed on or before 1845, and the management of this concern delegated to William Delavan while the eastern company continued under the direction of Welch, Mann, and others.

His method of operation in the east would be the envy of all would-be efficient managers of later years. For several years his circuses ran almost continuously, utilizing such permanent places as Cooke's Amphitheatre and the National and Walnut Street Theatres in Philadelphia; Bowery Amphitheatre and the Park and Broadway Theatre in New York; and the Lion Theatre in Boston for the winter seasons, while the traveling tent shows operated during the summer. The latter, for the most part, confined their itinerary to the New England states, eastern New York and Pennsylvania, northern Virginia, and the other seaboard states in that vicinity.

The winter circus produced many historical spectacles including "Battle of Monterrey" in 1847, "Mad Anthony Wayne" in 1845, "Isreal Putman in '76" in 1844, and "Battle of Waterloo" and "Napoleon Crossing the Alpo" in 1840. The latter was produced in New Orleans.

In 1843, Welch took a company abroad to the Mediterranean ports, while his partner, Mann, toured the West Indies with another troupe. These tours lasted for approximately one year. In the early fifties, he again went to Europe, an unsuccessful venture. Upon return in 1853, he launched his Parisian Hippodrome, a gigantic affair which, according to the advertisement, seated 6000, required 200 horses to transport, was illuminated with gas lights, and carried an elaborate parade. This company toured Ohio and ended up in New Orleans minus most of its assets.

From then until his death in 1856, Welch's fortunes did not rise again. In his late years he was in partnership with L. B. Lent in Philadelphia Theatre and boat show enterprises.

Welch was six feet in stature and was believed to have never married. John Glenroy referred to him as the most generous and considerate employer he ever worked for.

This advertisement and another for the previous year serve to substantiate the authenticity of Glenroy's book. Many of those who have had an opportunity to study this work either marvel at or deem incredible the detail with which he, entirely from memory in later life, relates the routes and performers of the shows with which he was associated. Glenroy worked for Welch for a number of years, terminating in 1847. All of the performers he lists for the 1847 show appear in the advertisement for that year and nine of these appear in this 1848 edition.

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WALTER B. FOX

P. O. BOX 147, MOBILE 2, ALA.

FOR SALE: ONE copy "Barnum's Biography", published 1854. Cover slightly damaged. Inside pages in perfect condition. Best offer takes it.

Forty Horse Team

By Jake Posey

"LAST OF THE FORTY HORSE DRIVERS"

A great deal has been written about the Forty Horse team. Some, very amusing, to me. The team was composed of ten units of four horses. They were bright bays, mostly Percherons. Weighing 1600 to 2000 pounds each. They were hitched military style, with the exception of one body-pole between the four horses hitched on the end of the wagon pole. The lines on the wheelers were twenty-one feet in length, and, eleven feet were added for each additional four, making the lines on the leaders one hundred and twenty feet in length. The cross checks were the same style as used on a four horse chariot race, a check to each horse bit; twenty lines on the team.

The man who made the harness, in Concord, New Hampshire, told me he cut up fifty line backs for the lines. A line back is the better part of a side of leather, three by six feet in dimension.

When turning a corner, I would take up twenty-seven feet slack on the lead lines. When the wagon was around the corner, and the team straightened out, the lines run through my fingers very fast. If there should be a twist, or kink in one of the lines, it would throw all of the lines out of my hand. Consequently, a man sat behind me and kept the lines straightened out. One magazine said, quote: "It took three men to drive the team. Posey held the reins and directed them around the corners. Which, because of the length, had to make a big sweep from curb to curb. Posey sat in the center, the man on his left took in the slack of the reins, or let it out, as they would curve from right to left. The third man had a bucket full of pebbles and would throw one at certain horses' rumps if they would lagg at the pull."

The fact is, the seat on the wagon was in the shape of a shell, and, when I donned the big livery coat, I filled the seat to capacity; and common sense will tell you, it would be impossible for a man to sit at my side and handle the slack reins.

There was no bucket of pebbles. If a horse slowed up, I called his name, and he immediately responded. The third man worked the brake. I started driving the team by hitching twelve, the first time, then adding four each time until I had forty hitched.

The team was made up with one eight horse and eight four horse teams. Putting the show on, and taking it off the

lot, I drove the eight horse team. The forty horse harness was carried in the band wagon and it was the duty of the train crew, or, "Razor Backs," to take it out of the wagon, place it on portable racks. The band wagon was placed as near as possible, on the side of the horse tent, where the forty horses were stabled.

After we had made our two trips, hauling wagons to the lot, we changed harness. The lines were tied in individual and separate bundles and marked with a harness punch on the end of the line. I educated my helper to assist running the lines. After I had driven the team a few times, I discovered the body-pole was useless, and shorter turns could be made without it, and I took it out.

My first parade was in Birmingham, England, April 10, 1899. I was out three hours, everything went off without incident. My arms were very tired. The next day I was promoted to assistant boss hostler and was relieved of all driving except the forty in parade. One day a wheel on the band wagon was broken and could not be repaired in time for parade. I thought I would not have to make parade. But, Mr. Bailey said, "Hitch the forty horses to the number two Band wagon." It was much lighter than the "Five Graces" and had a foot brake. It was the hardest parade I ever made.

Mr. Bailey would not cut out the forty horse team if he could possibly avoid it. Another time, I had an attack of "Chills and Fever," the boss hostler told Mr. Bailey I was sick. Mr. Bailey came to me, asked if I could make parade, I told him I was very weak, but, would go as far as my strength would permit. He told me he would have plenty help along the line of march in case I gave out. When I came in from parade, Mr. Bailey told the boss hostler I was to do nothing in the future but drive and look after the forty.

We made long stands, and only one parade in each town. I had it very easy. I only had one accident of any consequence. In Kings Lynn, England, August 1, 1899, a "Bobby" became excited, took hold of my lead horses, causing them to back up and put slack in the traces. A man rode in front of the team to signal me if everything was clear when turning a short corner, as I could not see my lead horses. This man happened to be at the side of the Bandwagon talking to the musicians. I called to him to get up front and get the

"Copper" from the leaders. As he rode up the team straightened up and took up the slack in the traces. One of the lead horses was astride of its trace and as the man was at the side of the horse, it let both hind legs go, struck the mans leg and broke it. A short distance ahead was a very short corner, with a "Pub" on the corner. I had no one in front of the team to see if the street was clear. The street I turned in was barely wide enough for the four horses abreast, and paved with concrete. When the leaders turned into the street, they began crowding, and I saw I was in trouble. The man at the brake became excited, and tightened up on the brake. I called to him to turn it loose, but it was too late. The right front hub caught in the door, which was in the corner of the building, and the side of the frame building came out in the street. No one was injured. The "Fixer" with the show went down, squared the damage for thirty-seven shillings, a shil-

ling, at that time, was worth twenty-four cents, American money, which amounted to eight dollars and eighty-eight cents. The proprietor of the "Pub" was James Bailey, and when he remodeled the house, he put up a large sign, which read, "James Bailey's Forty Horse Inn." I visited Mr. Bailey a few years later, when Buffalo Bill's Wild West Show was in Kings Lynn. Mr. Bailey told me I made him a rich man. Said the tourists came to see the house that was torn down by a forty horse team.

The last parade was made in Frankfurt, A.M. Germany, October 8, 1900. But while showing Paris, France, Mardi-Gras was celebrated March 6, 1902, and Mr. Bailey was asked to be represented in the parade. He sent the forty horse team, and calliope, I was out eight hours. My arms swelled so much, had to cut sleeves out of coat to get my arms out. I received a medal from the City of Paris.

Lewis Bros. Circus

Sent in by F. Fisher, C.H.S. 191

Lewis Bros. Circus which was owned and operated by Paul M. Lewis opened the season of 1934 at Jackson Michigan on May 11, 1934 at the fair grounds where three performances were given, one in the afternoon and two straw houses at nite.

The show had been rebuilt and new stock broken during the winter and the local papers had given the show much publicity with some very nice write up's.

The performance was presented in three rings and was really quite snappy. A cat act was featured and worked by Jerome Smith who also put the Elephant Lou through her routine. The high school and high jumping horses were ridden and presented by June and Nellie Russell. The Comedy Ford presented by Slivers Johnson closed the show and always sent the natives out well pleased.

For several weeks after the opening of the show a parade was given down town at noon but this was finally called off and the Calliope played by Tommy Comstock was sent out each day until the close of the season.

A side show was operated and managed by Peg Stolz whose father, George Stolz, had the big show Band.

All of the outside stands and concessions were leased to Zimmer and Tucker this particular season.

Jim Swafford was the agent and the show was routed East into Pennsylvania, New York, Rhode Island, Massachusetts, Connecticut, all stands being contracted and played under auspices.

From Jackson, the show moved to Grand Rapids for a four Day stand then moved to Defiance, Ohio, and after a short swing into Indiana, back across into Ohio and Pennsylvania. Then moved fast into some of the New England States. On July 4, 1934, they exhibited at Hyanis, Mass. The season came to close early in September that year and the show returned to Jackson where it was quartered on the farm 20 miles northwest of Jackson near a little town called Springport. Incidentally the elephant, Lou herein mentioned along with Tony, a smaller Bull was killed early one morning several years later as the show was moving off a lot in Ohio to make a jump into Pennsylvania, where a fast passenger struck and demolished and killed the two elephants and their keeper.

Size 9 (Feet) Shoe Gives Lawyer a Kick

Sent in by Ed Benner

Some people can take a circus or leave it alone. That is, some of us get a little excited when the thing is in town, but once it's gone, and we forget it until the following year.

And then there are some circus fans who wait impatiently for its arrival, regret its leaving, and long for its return next season.

Roland K. Wilde, a Milwaukee lawyer, definitely belongs in the latter group. His suppressed desire to be as much a part of the traveling troupe as possible became unsuppressed recently. So much so that he broke down and obtained an old circus wagon for his very own.

He didn't go looking for it. The deal was offered to him. A friend, and fellow member of "Circus Fans of America" (Wilde is chairman of the Wisconsin branch) wanted to purchase the old steam calliope which was recently displayed at the Wisconsin State Fair. He couldn't get it, however, without also taking two other wagons, "Mother Goose" and "The Old Lady in the Shoe."

Parked Behind Home

Wilde readily consented to the "Shoe" wagon and a man in Delafield took the "Mother Goose" one. All three were obtained in Peru, Ind., and transported here. Wilde has the wagon parked behind his home, at 6426 Milwaukee Ave., Wauwatosa.

The shoe, resembling a work shoe, rests on a hay-rack-type wagon, and the

whole works is about nine feet high. There is room in the ankle of the shoe for one person to sit down, and 21 babies are carved into its outside. They are all rather cherubic with the exception of one, which Mrs. Wilde describes as "the sassy little thing." It thumbs its nose at people.

He's Repairing It

The shoe part is rather weather-beaten, and Wilde is presently at work caulking the numerous cracks. After that he intends to paint it. It will have to stay outside, with only a canvas shelter, because he doesn't have room for it indoors.

Wilde has been digging around for information on the history of his wagon, but has found nothing definite. As far as he knows, it was constructed in 1888, and traveled to Europe with the Barnum and Bailey Circus. On its return it was sold to the Cole Bros. Circus, and obtained from them by Wilde.

Wife In The Dark

The purchase price of the "shoe" has not been revealed by Wilde, although his wife has quizzed him repeatedly. She also would like to know what his future plans are for it, after he gets it all fixed up. He claims not to know. He supposes he will give it to some museum (they're talking of starting one in Baraboo), but his wife thinks he just wants to keep it. All for his very own.

—Reprinted from Milwaukee Sentinel

A C.H.S. MEMBER DIES

The sympathy of all members of C. H. S. goes to Mrs. Alec Oliver and son on the death of their husband and father.

"Alec W. Oliver, III, 45, died last night at 1:30 p.m. at the home of his mother, Mrs. Lucy Riddick Oliver, on Gettings Street after an illness of several months.

"Besides his mother he is survived by his wife, Mrs. Irene Corbett Oliver; a son, Alec W. Oliver, IV; a sister, Mrs. Nina Oliver Chalkley, all of Suffolk; a nephew, Milton Chalkey, of the Richmond Medical College.

"He was a member of the Suffolk Christian Church and for the past 23

years had operated the A. W. Oliver Grocery Store, which was founded by his father 52 years ago at the same location.

"An avid circus fan he rarely missed a circus performance of any kind in and within reasonable driving distance of Suffolk and he was acquainted with many performers of the outdoor entertainment world.

"Funeral services will be held tomorrow afternoon at 3 o'clock at the R. W. Baker Funeral Home with the Rev. D. N. Vore, pastor of the Suffolk Christian Church, in Cedar Hill Cemetery."

We have heard that Jim McInnis is also in the hospital and will be there for some time. You can address cards, etc., to University of Pa. Hospital, Maloney Bldg., Room 545, 36th Street, Philadelphia 4, Pa.

COPY OF DAILY STATEMENT OF SELLS FLOTO CIRCUS

Taken from 1926-27 year ledger

City—Pensacola, State, Florida, No. 248, Weather, Clear
Date—Oct. 6, 1927 Opposition, Sparks Coming

RECEIPTS

						War Tax
Afternoon—						
No. 1 Wagon	Hard Wholes	553 @ .75	\$ 437.25			
No. 1 Wagon	Hard Halves	528 @ .50	264.00			
No. 2 Wagon	Hard Wholes	212 @ .75	159.00			
No. 2 Wagon	Hard Halves	251 @ .50	125.50			
No. 2 Wagon	Soft Wholes	108 @ 1.36-14	146.88		15.12	
No. 2 Wagon	Soft Halves	23 @ .63-14	14.49		2.76	
Uptown	Hard Wholes	247 @ .75	185.25			
Uptown	Hard Halves	377 @ .50	188.50			
Uptown	Soft Wholes	189 @ 1.36-14	257.04		26.46	
Uptown	Soft Halves	36 @ .63-14	22.68		4.32	
Door Cash			88.20			
(1888.79)						
Night—						
No. 1 Wagon	Hard Wholes	1793 @ .75	1,344.75			
No. 1 Wagon	Hard Halves	392 @ .50	196.00			
No. 2 Wagon	Hard Wholes	305 @ .75	228.75			
No. 2 Wagon	Hard Halves	133 @ .50	66.50			
No. 2 Wagon	Soft Wholes	224 @ 1.36-14	304.64		31.36	
No. 2 Wagon	Soft Halves	19 @ .63-12	11.97		2.28	
Uptown	Hard Wholes	179 @ .75	134.25			
Uptown	Hard Halves	42 @ .50	21.00			
Uptown	Soft Wholes	233 @ 1.36-14	316.88		32.62	
Uptown	Soft Halves	6 @ .63-12	10.08		1.92	
Door Cash			122.25			
(2757.07)						
Afternoon Reserves—						
Uptown Reserves		169 @ .75	126.75			
No. 2 Wagon Reserves		70 @ .75	52.50			
Inside Reserves		172 @ .75	129.00			
Inside Reserves		220 @ .61-14	134.20		30.30	
(442.45)						
Night Reserves—						
Uptown		74 @ .75	55.00			
No. 2 Wagon		54 @ .75	40.50			
Inside		542 @ .75	406.50			
Inside		435 @ .61-14	265.35		60.90	
(767.85)						
Afternoon Concert		280 @ .25	70.00			
Night Concert		697 @ .25	174.25			
Annex						
Register		2633 @ .25	658.25			
Total Show Receipts			6,758.66		208.54	
Candy Stands (Coupons)			374.90			
Milk (3.65)			5.75			
Banners (1)			35.00			
Balloons			74.00			

Hamburger (Coupons)	99.70
Lunch Car No. 1 (13.95)	69.80
Lunch Car No. 2 (46.80)	30.35
Commissory (14.45)	18.95
Big Show Banner (1)	62.50
Porterage — P O10
Mail	
Last T	
Fines	
Interest, City of Pensacola	100.00
Sales P. O.	3.35
Ledger, L & N Ry Co.	330.00
	433.35
Giant50
Midget75
Fortunes	8.05
Sword Box	39.60
Johnson	12.00
Bailey	87.80
Ref. Salary	15.00
Receipts	\$ 8,126.76
War Tax	208.54
Total	8,335.30
Balance Brt. Fowded.	173,144.02
Total	181,479.32
Less Expenditures	2,957.88
Balance	178,521.44

EXPENDITURES

Advance

Press Ahead	
Bill Posting	\$ 77.80
Livery	62.50
Hotel	
Newspapers (3)	121.70
Car No. 1 Cash	
Car No. 2 Cash	
Brigade	
General Agent	
Special Agent	
Contracting Agents	
24 Hour Men	
Press Back	
Checker Up	
Flour, Car No. 1	16.00
Tacks	
Printing	
Miscl.	
Telegrams	
Banner Puller	
Freight on Adv. Car	42.60
Auto, Truck Expense	
	(320.40)

Locals

City License	200.00
County & State	150.00
Claims (Breaking plug \$ 2.00	
Posting 10.00	12.00
Attorney Fees	
Lot	50.00
Lot Expense	
Water	10.00
Police	
	(422.00)

Transportation

Freight, L & N (147 mi.)	1,241.40
Car Repairs	
Hardware, Lumber, etc.	
Track Repairs	
Salaries & Wages	
(1241.40)	

General Expense:

Big Top Expense	4.50
Shop & Hdwe, supplies	
Printing Tickets	
Props Expense	
Props Salaries	
Air & Steam Calliope	
Miscl.	
Ice	1.20
Concert Expense	
Salaries Handling Canvass	
Big Show Band	
Staff & General	
Ticket Sellers & Ushers	
Concert Salary	
Concert Commissions	
Salary, Mechanics	
(5.70)	

Wardrobe:

Spangles	
Cleaning & Laundry	
New Wardrobe	
Miscl.	
Salaries	

Cook House:

Butter	7.60
Flour	
Potatoes	19.60
Meat & Fish	290.63
Bread	25.00
Coffee & Tea	
Sugar	
Gasoline	3.80
Coal & Wood	
Groceries & Vegetables	115.00
Ice	4.80
Miscl.	
Salaries	
Laundry	
Equipment	5.75
(472.08)	

Stables:

Hay, Lewis Bear Co.	82.02
Straw	
Grain	59.15
Vet. & Medicine	
Horseshoeing	
Salaries, Baggage Stock	
Salaries, Ring Stock	
Miscl.	
Harness Leather	
Harness Supplies	
Harness Makers Salary	
Tractors Repairs	1.00
Tractors, Gas & Oil	8.55
Tractors, Salaries	10.00
Extra Truck Hire	
(160.72)	

Office & Adm.:

Interest	1.16
Telephone & Telegraph	1.10
Postage	
Office Supplies	
Exchange	6.45
Hospital & Medicine	1.50
Customs & Immigrations	
Canadian Exchange	
Miscl.	
Chicago Office	
Income, Franchise & Corp. Tax	
Travel Expense	3.50
(13.71)	

Admission Tax:

Loans	
Dividends	

Side Show

Salary, Performers	
Salary, Band	
Managers Salary	
Miscl.	
Wages	

Lights:

Gas & Oil	13.30
Mantles	
Elec. Bulbs	22.51
Repairs, Dynamo & Wiring	
Torches	
Salaries	
Miscl.	
Ice	.20
(36.01)	

Dining Car No. 1

Ice	1.60
Pastry & Bread	4.52
Tobacco, Cigars, etc.	
Groceries, Meats & Veg.	7.86
Beverages	
Miscl.	
Salaries	
Gasoline	
(13.98)	

Dining Car No. 2

Ice	.80
Pastry & Bread	10.83
Tobacco, Cigars, etc.	
Groceries, Meats & Veg.	
Beverages	
Miscl.	
Salaries	
Gasoline	
(11.63)	

Commissary, Purchases:

Candy Stands:

Ice	6.80
Ice Cream	49.50
Cones	
Peanuts	
Pop	88.68
Miscl. Stock	
Salary & Commissions	
Miscl.	

Banner Expense	
Milk	
Balloons, Stock	
Balloons, Salary & Commissions	
Hamburger Stock	54.63
Hamburger Salary & Commissions	
(199.61)	
Animals:	
Hay	20.74
Grain	4.90
Meat	28.50
Wages	
Misc.	
Dog, Wages	
Dog, Expense	
Giraffe Expense	
(54.14)	
Concessions:	
Big Show Banners	
Route Cards	
Adv. & Printing Programs	
Adv. Commissions	
Side Show Concessions	
Purchases:	
Horses	
Animals	
Cars	
Wagons	
Machinery & Equip.	
Farm Mach. & Equip.	
Farm Animals	
Winter Quarters:	
General Labor	
Laundry	
Coal & Wood	
Water Rent	
Electric Current	
Buildings, Upkeep	
Rent for Quarters	
Farm Wages & Board	
Auto & Tractor Expense	
County Taxes	
Seed, Fertilizer, etc.	
Feed for Farm Animals	
Ledger Accounts:	
Cash Bennett (Doctor)	3.00
Chas. Wilson (CH 27 in full)	3.50
Total Expense	\$ 2,957.88

(ITEMS PICKED UP AT RANDOM FROM 1927 LEDGER)

Props Salaries	\$ 227.10
Canvass Handling	471.80
Big Show Performers	3,485.00
Big Show Band	765.00
Staff & General	290.00
Ticket Sellers, Takers & Ushers	499.50
Concert Salary	417.05

Mechanics -----	103.20
Side Show:	
Salary Performers -----	770.00
Salary, Band -----	160.00
Wages -----	80.75
(The above are salaries for one week)	
Jan. 31—Dogs Purchased -----	276.89
Jan. 12—3 Brown Bears from Cincinnati Zoo -----	345.00
Jan. 18—10 Horses -----	3,325.00
Feb. 11—12 Fox Hounds -----	300.00
Mar. 31— 3 Elephants -----	4,000.00
Apr. 18—Spool Wagon -----	1,000.00
Apr. 29—White Collie -----	50.00
June 3—Llama -----	407.10
June 3—Ring Curb & Wagon -----	350.00
June 14—Gray Horse -----	300.00
June 14—3 Dox. Monkeys -----	458.61
Jul. 12—Black Bear -----	25.00
Jul. 26—1 Tapir -----	250.00
Jul. 26—2 Buffalo -----	450.00
Jul. 31—2 Wild West Horses -----	150.00
Jul. 31—2 Grey Hounds -----	50.00
Jul. 31—1 Kangaroo -----	500.00
Jul. 31—2 Male Lions -----	1,000.00
Aug. 16—2 Gray Horses in trade 1 Horse Duffy, Windy -----	500.00
Aug. 17—Trade on 2 Bronks -----	25.00
Aug. 23—Greyhound -----	15.00

The above report was submitted by Edward S. Olson, of Starbuck, Minn., C. H. S. No. 513.

NORFOLK PREPARES FOR C. H. S. CONVENTION

Dr. Karland writes:

We are making great preparations for the 1953 convention. We will have a circus with steam and air calliopes and a fine performance, all going on while you inhale the banquet.

I am having a new steam calliope built and want to run a contest and invite designs for a new calliope. I have always had one that was with other circuses and now I will have a real KARLAND KAL-LIOPE.

We are informed by Foy Cooke, C. H. S. member of Joplin, Missouri, that Fred Bradna is ill. Those of you who enjoyed "The Big Top" might want to drop him a card or a letter.

Mr. and Mrs. George H. Perkins (C. H. S. 431, announce the birth of a son Thomas Paine Perkins, March 1, 1953. Another circus lover.

A Tribute to William B. Antes

By Sverre and Faye Braathen



William B. Antes

Photo Courtesy of the White Tops

On Lincoln's birthday in the Methodist Church of Evansville, Wisconsin, a simple and solemn funeral service was held for an old and dear friend of ours and one of the best friends fans had in the circus world, William B. Antes.

On a blustery December night in 1931 we made the first overture of friendship to the late and greatly beloved Dr. Thomas W. Tormey when we overtook him on the street near his home. The rich rewards that were ours have been recorded in these pages in other years.

On a brilliantly sunny afternoon of the first of January, 1935 we responded to a rap on our door and were greeted by Bill and Edna Antes. We had met Bill in a casual way the previous summer and he had now brought his wife to meet us,—his overture of friendship. There followed one of those happy hours when four individuals discover they speak a common tongue. In a world of many and diverse languages this is always an exhilarating experience. In the years that have intervened Bill and Edna have given to us some of the happiest hours we have known. The memories we have garnered along the road we have traveled with them are among our most cherished.

Fortunately for us, Bill and Edna continued to live in Evansville, only thirty-five miles away, during most of the next five years, thus allowing our friendship to be nurtured and brought to flower.

Bill was ever a man of seemingly inexhaustible energies, and in those first years of our acquaintanceship, when our mutual friendship

was budding, he edited the **Evansville Review**, was active in the management of the Antes Print Shop, and operated The Evansville Theater. Many a Saturday night we two drove to Evansville in time to enjoy the last show at the theater, after which we invariably went with Bill and Edna to their inviting home there to partake of food for both body and spirit. Laughter was riot in that big kitchen as Edna prepared a great kettle of chop-suey as only she could make that delectable dish.

Bill's was a spirit that soared far beyond the narrow confines of the typical small town that was his home in those years. The amusement world held a lure for him that "would not down". However earnestly Bill might strive to conform to the standards set by some of the town's more conventionally minded citizens, he never could brush from his eyes the stars born of his dreams of that freer world beyond. Some of the pranks Bill conceived and executed in those years when he was conscious of the restrictions of small town life would make excellent material for a sequel to **Tom Sawyer**. His recital of these on a winter's night in that big, savory Antes kitchen afforded to his hearers many a rollicking hour. Those were the days when Bill organized, rehearsed, booked, and presented his little road shows, comprised of home-town talent augmented by members of the Kehl School of Dance here in Madison and students from the University of Wisconsin. What gay, happy experiences these afforded Bill. He often regaled us with amusing stories of these week end holiday ventures into the world of vaudeville and night club. They enabled his spirit to escape the commonplace of a small town print shop into the world of footlights and grease paint, and for Bill Antes these were at opposite ends of Life's rainbow.

Then his good friend and neighbor, Mrs. Walter Gollmar, widow and daughter of famous Wisconsin circus owners, opened the gates to Bill's Elysian fields,—SPANGLELAND! In the spring of 1936 Bill and Edna "joined out" with the Russell Bros. Circus for two glorious years. They returned to Evansville for two years in 1938, much to the delight of his family and friends. But Bill could not resist the lure of tanbark trails, and in 1940 he and his wife rejoined the Russell Bros. organization and never again deserted their beloved Spangleland.

Sawdust and tanbark were as native to Bill Antes as bluegrass and horses are to Kentucky. He had found that which he so long had sought, and never again did the stars in his eyes lose their luster, not even during those long weeks in the hospital, first in Rochester, Minnesota, and later here in Madison when he made his futile but gallant fight for his life.

Bill was in the Press and Radio Department of the Russell Bros. Circus. He and Edna quickly made many friends among both the executive staff and the performing personnel. They became the friends and confidantes of Pauline and Claude Webb who recognized that in Bill and Edna Antes they had found ability, integrity, loyalty, and honor.

Bill remained with the Press and Radio Department of this organization after it was sold to Arthur Concello and Clyde Beatty. The Antes silver "airplane" trailer always had the welcome pennant

flying, and many a gay party of circus folk and friends savored Edna's cooking and Bill's stories as the circus wended its way from coast to coast.

In 1948 Mr. Concello became the general manager of the Ringling Bros. and Barnum & Bailey Circus, and Bill Antes was given charge of the newly created department of Radio Publicity. It was fitting that a Wisconsin-born man should pioneer this field for the Wisconsin-born "Greatest Show on Earth". He brought to his work the wealth of knowledge he had gleaned during his four years in the School of Journalism at the University of Wisconsin, from which he graduated in 1927, as editor of the **Park Falls** (Wisconsin) **Herald** (1927-29), as editor of the **Evansville Review**, as Manager of the Evansville Theater, and member of the Press and Radio Department of the several motorized circuses between 1936 and 1948. He had learned how to approach important executives in the fields of radio and television. Top flight executives of the various radio net works became his friends. Leading directors, script writers, designers, camera men, and artists of Hollywood frequented the Antes Hollywood home and remained their friends after Sarasota, Florida became their home.

There is no doubt that these people respected Bill's ability, but we like to think that the element in Bill's character that won him their friendship was his genuineness. Bill Antes never lost contact with the little folk in this world. Affection and artificiality never characterized him. He was genuinely delighted to meet a friend of Evansville days as he was to be greeted by one from Hollywood, Radio City, or Sarasota. He accepted invitations to join many organizations, among them the Pacific Coast Showmen's League, the Elks Club, the Variety Clubs International, and the Harry Atwell Luncheon Club of Chicago and was always happy when he could attend their functions, and none was given a heartier welcome. The C.F.A. of Austin, Texas erected the Bill and Edna Antes Tent, and the Governor of Texas in 1952 made Bill an "honorary citizen" of that state. Delighted with every honor thus conferred upon him, Bill remained his own genuine self, the small town "boy" with the ready smile and the warm hand clasp. His wife was his constant companion and he freely acknowledged his dependence upon her encouragement and support.

Circus folks and friends have lost a real friend in the passing of Bill Antes, and circus days will not be quite the same without his warm smile and unfailing courtesies.

(February 14, 1953).

RAYMOND WHITE IN HOSPITAL

Raymond White, of Richmond, Indiana, one of our most enthusiastic members, is in Methodist Hospital, Indianapolis, Indiana, for an operation. "Whitey" has had an infection of some kind in his jaw for a number of years, and at long last has had to have it fixed up. "Whitey" will be more than pleased to hear from anyone who will write—and will when possible answer any and all letters.

An Era of Famous Circus Names

Written for The Bandwagon by Charles E. Duble, Associate Editor



Jeremiah Mugivan

Famous circus owner and President
of the American Circus Corporation

It was in the early spring of 1904 that a young hustling showman who had been operating privileges with a circus heard that there was circus equipment for sale in Kansas City, Mo., that could be had for a reasonable figure; the cars, wagons, and other property of a circus that had been on the road. The showman made a trip to Kansas City and inspected the property. He had another close friend, his partner, who had been connected with him operating privileges. These two men's names both became famous in circus history. Fame and fortune followed them and they operated successfully five prominent circuses. The man who went to look this equipment over was Jerry Mugivan, and the partner he interested was Bert Bowers. The 10-car show was put in shape and they opened the season late in April at Centropolis, Mo., as the GREAT VAN AMBURG SHOWS. This was their first circus

venture and it was never dreamed in those days that this would eventually lead up to the powerful American Circus Corporation some years later. The writer saw the Great Van Amburg Shows May 18, 1907, when it played Jeffersonville, Ind. (Gentry Bros. Show was there also two days later). I walked to the cars after the performance that night with Allan R. Wheeler, Jerry Mugivan's first band leader who remained with the show six years. He later served a term as Mayor of his home town, Caldwell, Ohio. Winterquarters were at Valdosta, Ga. The title "Great Van Amburg Shows" was used up to March, 1908 when the name was changed to Howes Great London Shows and continued up to 1915. In January, 1911 they bought the Dode Fisk Great Combined Shows and re-named it Sanger's European Shows which was on the road 1911 and 1912. Late in 1913 they bought the Robinson Famous Shows (Dan Robinson) and gave that name to the Sanger show for 1914. The show was enlarged to 20 cars, opening the season at Montgomery, Ala., April 15, 1914 and during the tour played fifty-nine stands in Eastern Canada, as far away as Sydney, and North Sydney, N.S. Closing stand was Chattanooga, Tenn., November 4. Bert Bowers was General Manager and the writer was with same the entire season. This show also was on the road the following year.

In March, 1916 the John Robinson 10 Big Shows was bought from "Gov." John F. Robinson, Cincinnati. This marked the exit of the Robinson family from the circus field. The Robinson Famous title

was now discontinued and "John Robinson Circus" title used. Howes Great London show was taken off the road for 1917 and the John Robinson show opened the season in Macon, Ga. after wintering at Americus, Ga. This was the largest show Mugivan and Bowers ever had on the road, at least 40 cars. Account of war conditions in 1917 the train was side tracked at times as war equipment had the right of way on the railroads. This resulted in late arrivals in some towns, late parades and late afternoon shows. There was also a shortage of help during the summer months. The writer was with the show from the opening stand but left in July at Cambridge, Ohio. For the 1918 season the John Robinson Circus was reduced to 30 cars.

In December, 1918 the Hagenbeck-Wallace Show was purchased and Howes Great London Show put on the road again for 1920 and 1921. In December, 1920 the Sells-Floto Circus became the property of Mugivan and Bowers, it being bought from the original owners Tammen and Bonfils who also owned The Denver Post. The titles, Buffalo Bill wild west, and Yankee Robinson show were also included. The Buffalo Bill title was used for the Sells-Floto after show concert, but the Yankee Robinson title was never used. The Sparks Circus was acquired through H. B. Gentry in November, 1928, one of the best known shows on the road, and in January, 1929, the Al. G. Barnes Trained Animal Show was acquired.

The year 1922 saw the acquisition of Gollmar Bros. Show title, by lease, for five years and it was used 1922 in place of Howes Great London Show title. The American Circus Corporation was organized in 1921 to cover the legal handling of the various properties. Edward Ballard of West Baden, Ind., was now one of the firm. They were new owners of important going circuses and several valuable titles with the exception of those owned by the Ringlings and the Miller brothers 101 Ranch wild west. On September 6, 1929 the circus world was greatly surprised to read of one of the greatest deals in circusdom. John Ringling had purchased the entire holdings of the American Circus Corporation which included five circuses namely: Sells-Floto; John Robinson's; Hagenbeck-Wallace; Sparks Circus, and the Al. G. Barnes show. The following titles were included in the sale: Carl Hagenbeck Trained Animal Show, Buffalo Bill wild west, Sanger's-European show, Howes Great London show, Robinson Famous show, and the Yankee Robinson show. Also included were the Peru, Ind., vast winter quarters and other property.

Jerry Mugivan who was largely instrumental in building the Corporation passed away in January 1930. His partner Bert Bowers became interested in banking after the sale and devoted a good portion of his time to it. He passed on in January, 1936. As a closing remark let me state that those who were well posted in circus events during the career of Mugivan and Bowers, must admit that they were two shrewd circus owners.

What became of the shows after passing into other hands can be told in a few words. At close of the 1930 season the John Robinson show was retired. At close of the 1931 season the Sparks Circus was retired, and all equipment sent to Sarasota, Fla. At close of the 1932 season the Sells-Floto show was retired. The Hagenbeck-Wallace show and the Al. G. Barnes show continued on until the close of season 1938 when both were taken off the road. Great tented amusement institutions gone—but not forgotten.

Al Ringling and Juliar Theatres Are Sold

The Al Ringling and the Juliar Theatres in Baraboo, Wisconsin, have been sold by Henry Ringling, to a newly formed company, Baraboo Theatres, Inc. This new company is headed by Jacob Eskin, of Milwaukee, who took over the management on February 1, 1953. No great changes in operation will take place, although there has been a new manager named for the theatres, inasmuch as Leonard Roser, who has been manager for several years, wishes to retire.

The new company also operates theatres in Richland Center, Black River Falls, Elroy and Boscobel, all in Wisconsin.

The Al Ringling Theatre was erected by one of the famous Ringling Brothers, "Al", and was opened to the public on Nov. 17, 1915 with a stage show entitled "Lady of Luxury". The event was quite an occasion in Baraboo, and was one of the few times that some of the gentlemen of Baraboo donned their silk hats and full dress suits for an evening out. Governor Emmanuel Phillips was present for the occasion, as were all the Ringling Brothers, except John.

Architects for the theatre were C. W. and George Rapp, who used as their model the famous palace at Versailles, near Paris. It was known as America's Prettiest Playhouse, and is said to have cost \$100,000. The Al Ringling Theatre seats 850 people and for many years has been used for community functions and a good many Baraboo High School graduates have received their diplomas on its stage.

The Juliar Theatre was built by Henry Ringling, in 1938, in memory of the mother of the Ringling Brothers, Salome Juliar Ringling. Its seating capacity is about half that of the Al Ringling, and it has been exclusively a movie house.

A condition of the sale of the Al Ringling Theatre is that the new owners cannot redecorate the foyers and the auditorium, because of the beauty of the paintings and the gold leaf used in the decorations.

Many C.H.S. members have attended both of these theatres, and have commented upon the exquisite beauty of the Al Ringling Theatre.

Anyone interested in old Billboards, get in touch with Mr. Edward Stevens, 660 Toune Ave., Los Angeles 21, California. He has the following issues—Christmas, 1905; Spring Special, 1906, Christmas, 1906; Spring Special, 1907, and July 4th Special, 1907.

NEW MEMBERS

Charles A. Thomas, No. 530
1002 Adele St.,
Charleston 2, W. Va.

Kenneth T. Whipple, No. 531
5614 Speedway Drive,
Indianapolis, Ind.

Clarence E. Schultz, No. 532
333 Cherry St.,
Janesville, Wisc.

C. A. Vaubel, No. 533
2015 Broadway,
Fort Wayne 6, Ind.

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